



# Transportation 2035: Summary Highlights

Metropolitan Transportation Commission  
Commission Workshop  
November 28, 2007

# Setting Our Goals

## Three E Principles & Goals

Economy	Environment	Equity
<p><b>SAFETY &amp; MAINTENANCE</b></p> <p><b>RELIABILITY</b></p> <p><b>FREIGHT</b></p> <p><b>SECURITY</b></p>	<p><b>CLEAN AIR</b></p> <p><b>CLIMATE PROTECTION</b></p>	<p><b>ACCESS</b></p> <p><b>LIVABLE COMMUNITIES</b> (crosses all three E's)</p>

# Planning for a Better Future

## GOALS

Economy

Environment

Equity

## TARGETS

REDUCE  
CONGESTION

REDUCE  
EMISSIONS  
& VMT

IMPROVE  
AFFORDABILITY

## STRATEGIES

Infrastructure

Pricing &  
Focused  
Growth

# Infrastructure

Freeway Operations

Capital cost: \$600 million

- Complete ramp metering and traffic operations system
- Limited carpool lane gap closures
- Complete traffic signal coordination



# Infrastructure

High-Occupancy/Toll (HOT) Lanes and Bus Enhancements

Capital cost: \$10 billion

- Complete HOV/HOT network
- Expand express and local bus
  - Park & ride lots
  - Transit hubs
  - Direct ramps
  - Priority treatments to increase speed and reliability



# Infrastructure

Regional Rail and Ferry

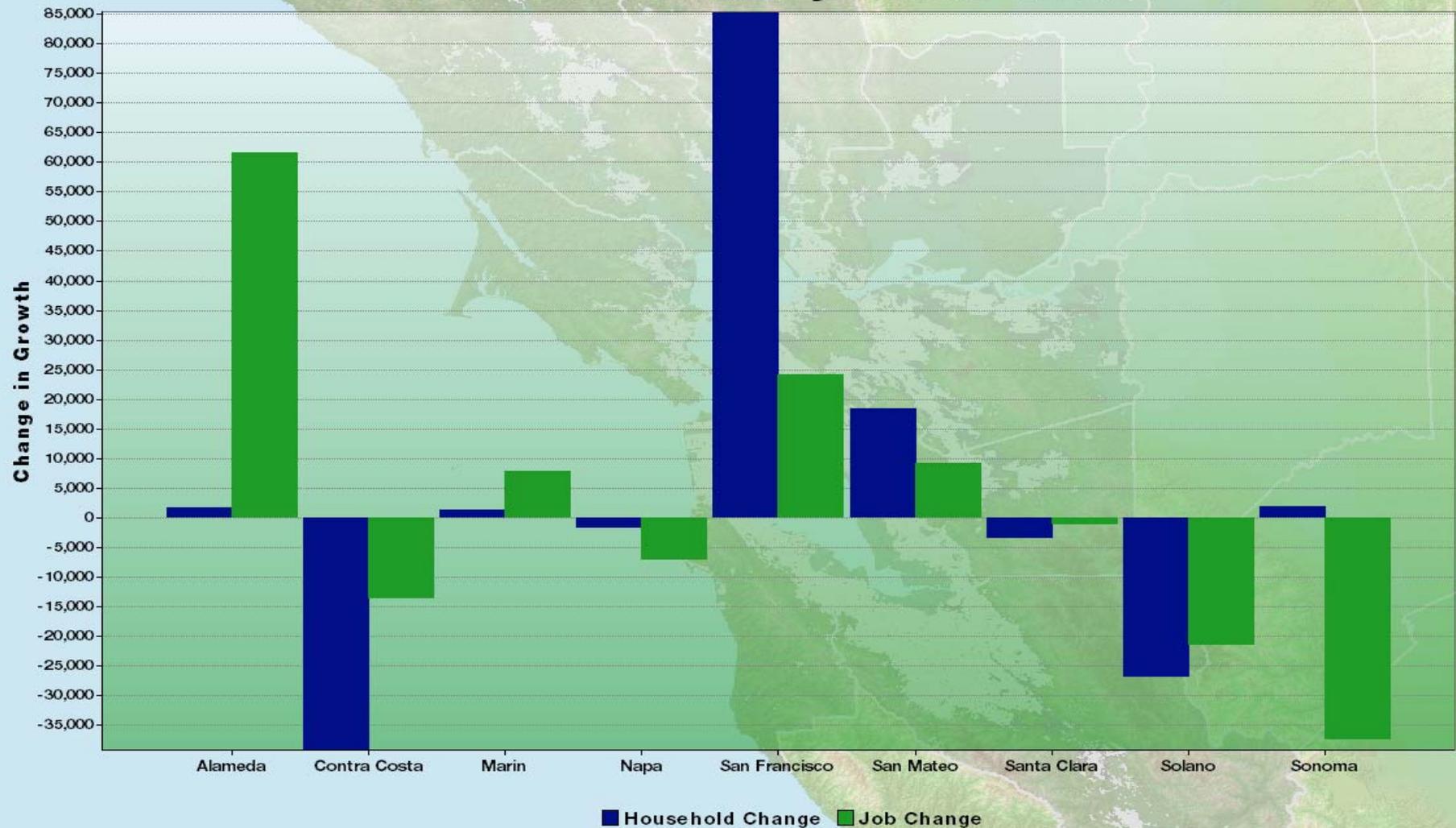
Capital cost: \$60 billion

- **Regional Rail**
  - Improvements and extensions
  - Build on California High-Speed Rail
- **Ferry**
  - New and enhanced routes



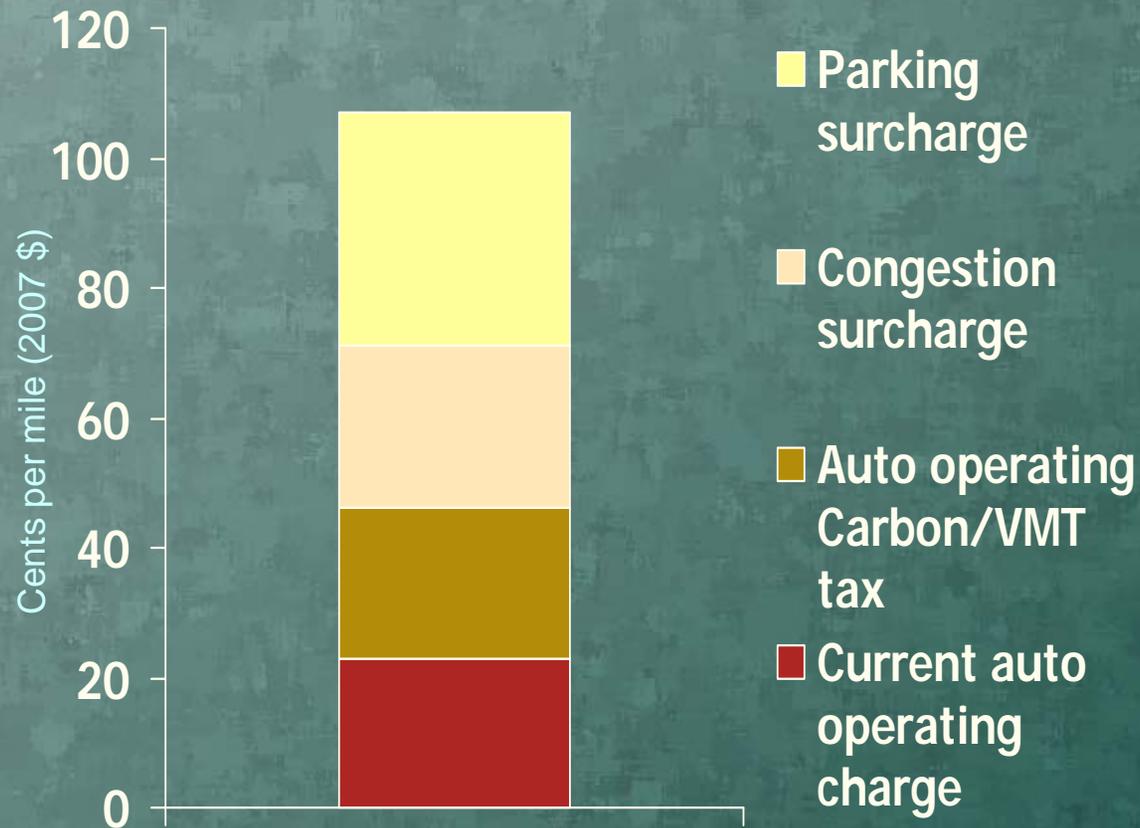
# Focused Growth

## Changes in Household and Job Growth from Projections 2007



# Transport Pricing

## Cost Increase for Typical Commute

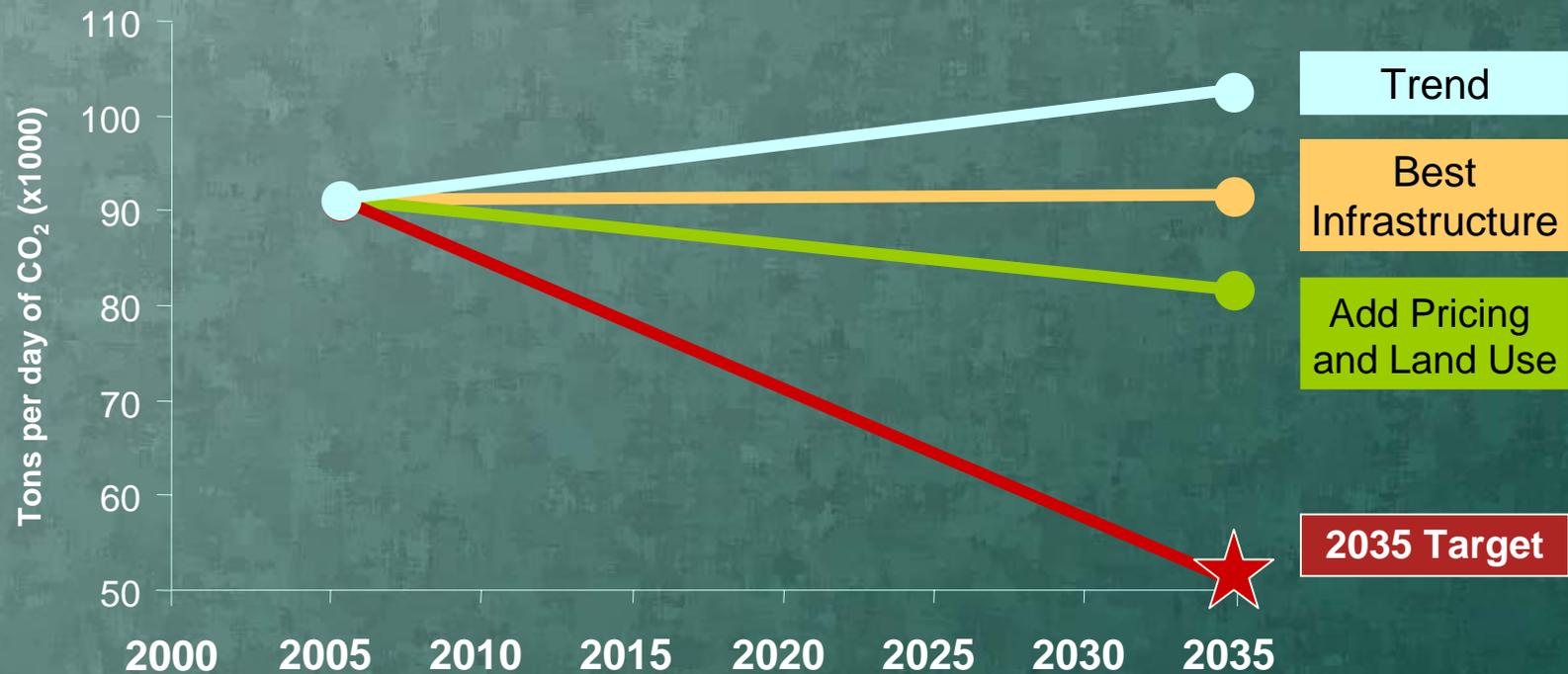


Note: Represents cost for typical commute trip.  
Does not reflect discounts for low-income travelers.

- Pricing package increases auto operating costs five-fold, with focus on peak congested times

# Assessing the Difference

Environment: Reduce CO<sub>2</sub> to 52,000 tons per day

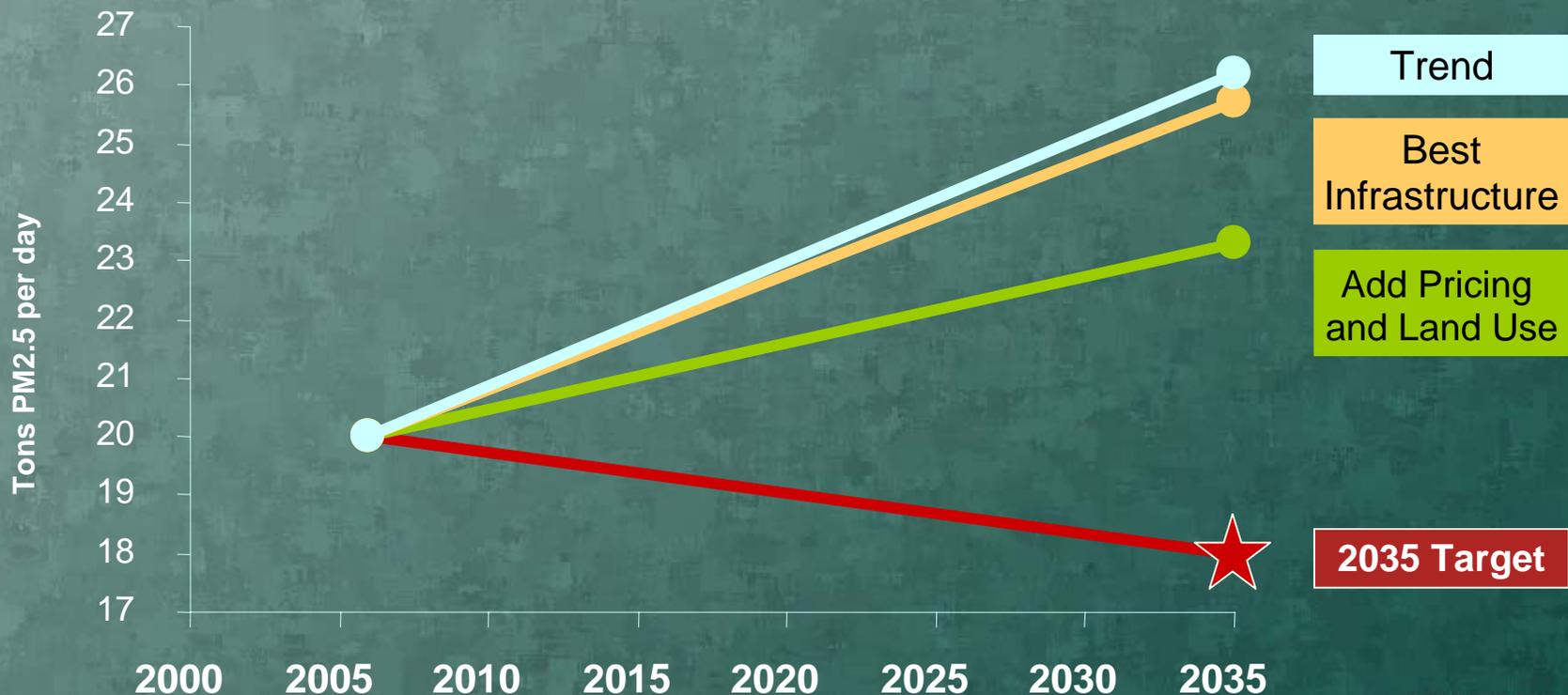


Note: Trend assumes current state laws and regulations, including fuel efficiency standards called for under state law passed in 2002, though currently in litigation (AB 1493, Pavley, 2002)

# Assessing the Difference

## Environment:

Reduce fine particulate emissions (PM2.5) to 18 tons per day

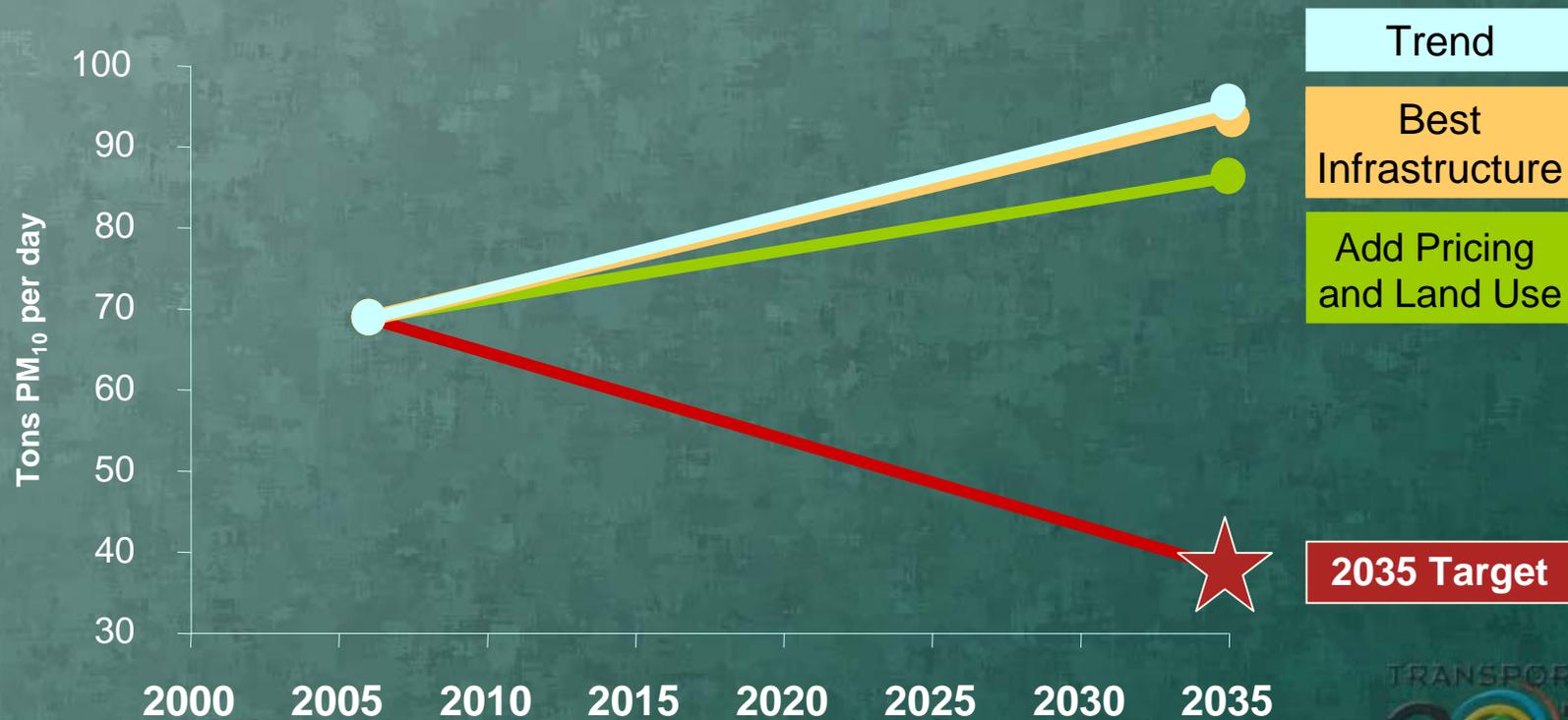


Note: Trend assumes current state laws and regulations that would reduce emissions from heavy-duty diesel engines (trucks)

# Assessing the Difference

## Environment:

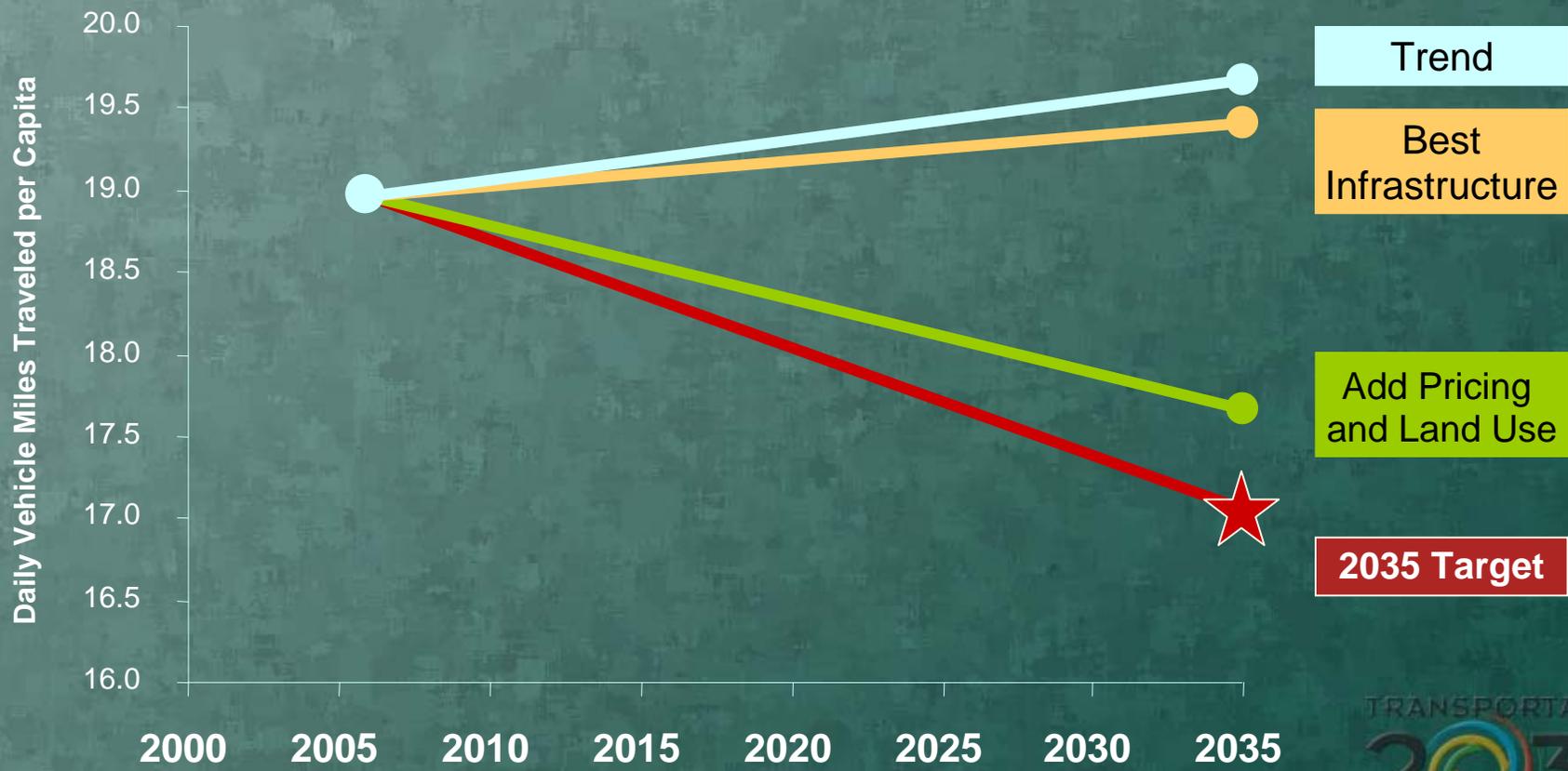
Reduce coarse particulate emissions (PM<sub>10</sub>) to 38 tons per day



# Assessing the Difference

## Environment:

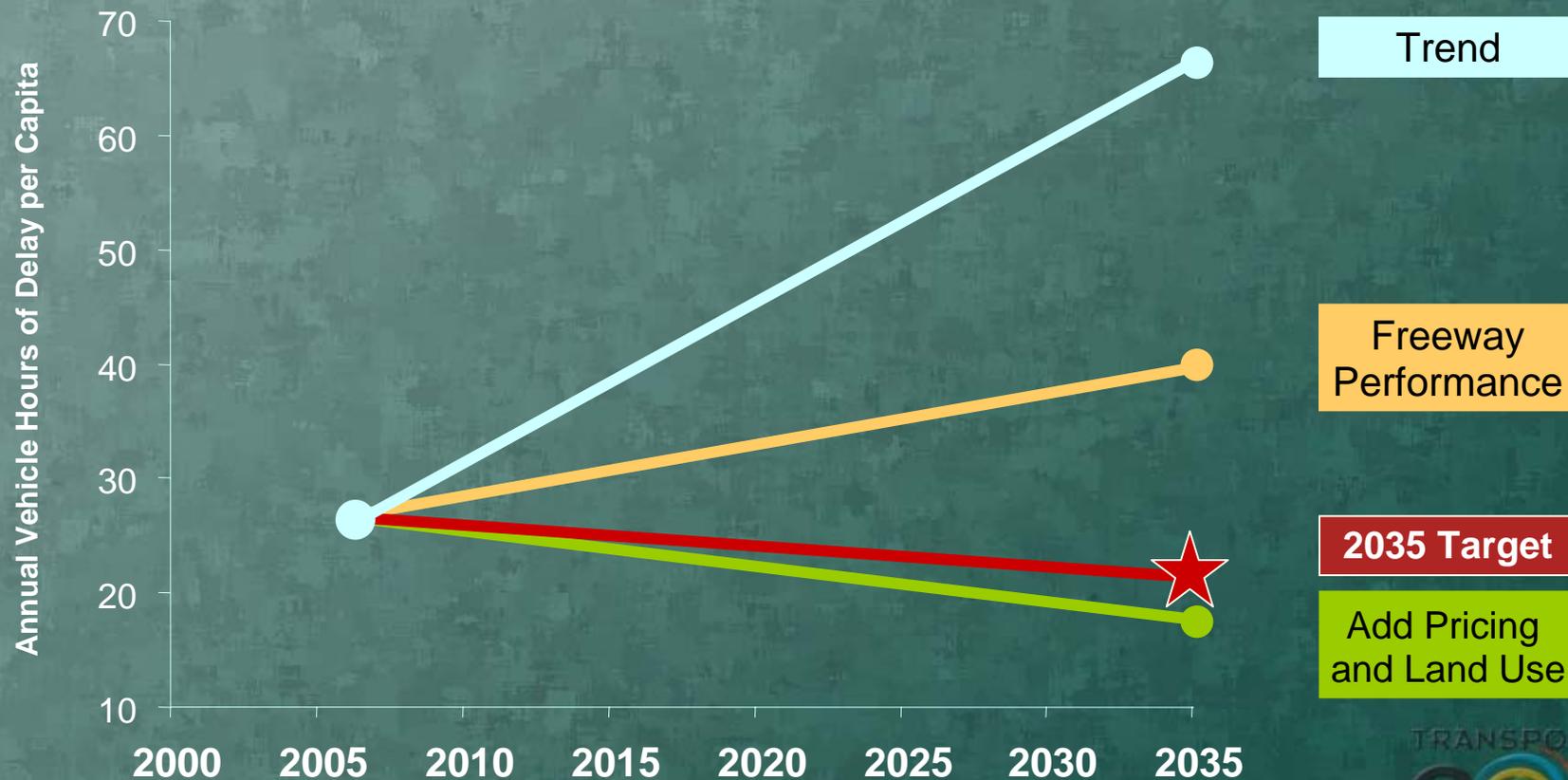
Reduce daily VMT to 17.1 miles per person



# Assessing the Difference

## Economy:

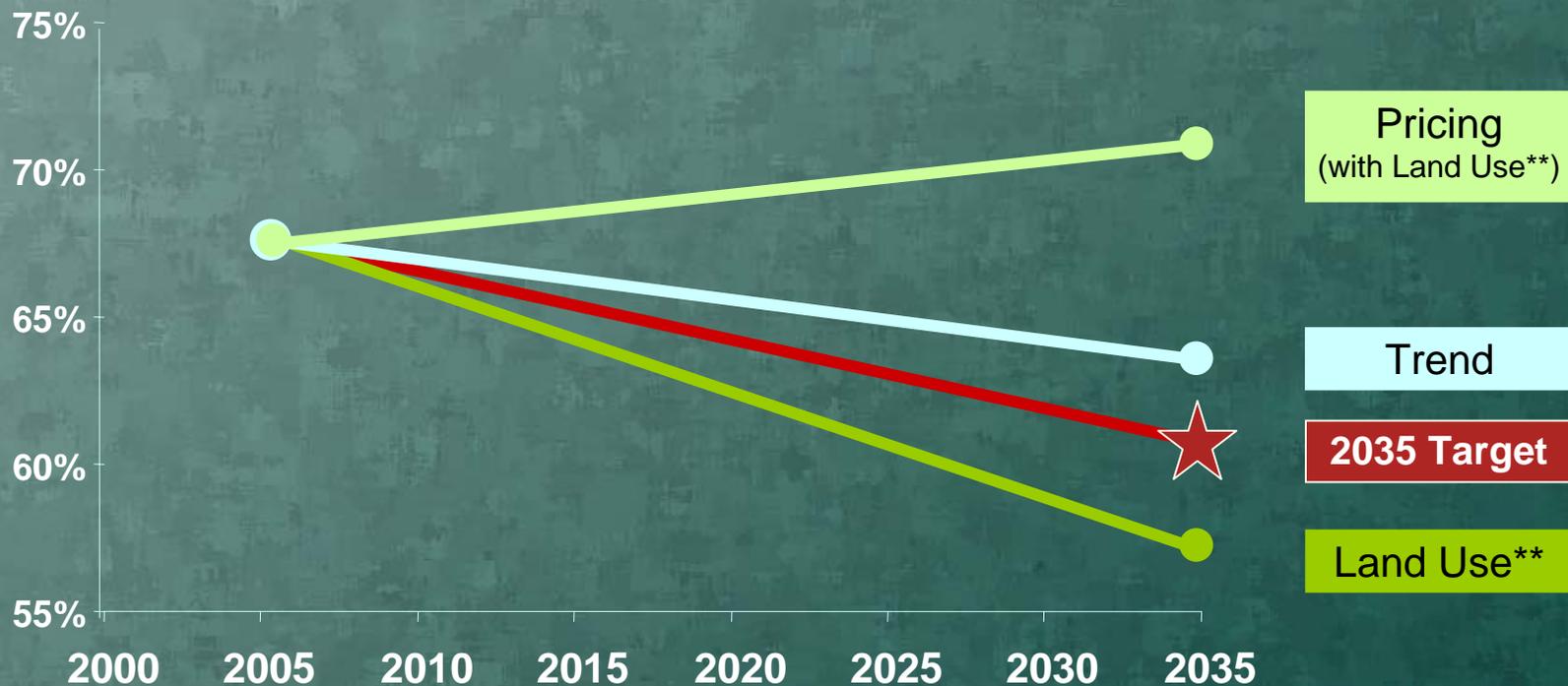
Reduce congestion delay per person to 21.3 hours a year



# Assessing the Difference

## Equity:

Reduce share of earnings low- and lower middle-income households spend on housing and transportation to 61%\*



\* Includes households with annual income less than \$70,000

\*\* Alternative land use assumes several billion annually in direct housing subsidies to low- and lower middle-income households

# What Did We Learn?

## SUMMARY:

1. Performance-based analysis frames more informed policy discussion
2. Infrastructure alone does not achieve our targets, however, Freeway Operations is effective for congestion relief
3. Pricing has much bigger effect – first step is with HOT network and SF Doyle Drive/cordon pricing
4. Focused growth helps us reach targets in longer-term – first step is with FOCUS Priority Development Areas (PDAs)

# Bay Area on the Move: Oct. 26, Oakland Marriott

- Historic partnership with ABAG
- General Assembly and Transportation Summit
- Prominent Speakers, Local Expert Panel
- Audience Participation via E-voting, Break-out Sessions, Comment Sheets
- Key Topics:
  - Climate Protection
  - Focused Growth
  - Transportation Revenue and Pricing

# Some 700 Participants...

Came from every corner of the region...

- Alameda County (32%)
- Contra Costa County (17%)
- San Francisco County (15%)
- San Mateo County (6%)
- Santa Clara County (8%)
- Marin County (7%)
- Solano County (5%)
- Sonoma County (4%)
- Napa County (2%)
- Other (3%)

## ...and represented a range of interests

- Public Sector Staff (39%)
- Community, Environmental or Social Justice Advocates (25%)
- Elected Officials (12%)
- Concerned Individuals (10%)
- Business Persons (9%)
- Other (5%)

# Dialogue continues with workshops

- Joint MTC Advisor Workshop (Nov. 14)
- Concord Workshop (Nov. 14)
- San Jose Workshop (Nov. 15)
- San Rafael Workshop (Nov. 19)

# What We Heard About FOCUS...

- What is FOCUS and how will it work?
- Put top-notch transit network in place first
- Easy access & proximity, community buy-in, jobs & affordable housing are key to supporting FOCUS
- Tentative support for investments in PDAs
  - “Carrots” are fine; you also need “sticks”
  - Can’t ignore maintenance needs in other areas
  - Little support for directing existing funds to PDAs
  - Some support for directing new pricing revenue to PDAs

# What We Heard About Road Pricing...

- Public understanding of how fees will be used is key to public acceptance
- Give discounts to low-income drivers and expand transit service for low-income residents
- Linking back to user benefits is also important

# What We Heard About Transit...

- Transit service levels, connectivity, must be increased to make it efficient
- Invest in transit system performance as well as freeway operations performance
- Increase transit funding
- Transit fares should be more heavily subsidized
- The high-speed rail debate continues

# What We Heard About Climate Protection ...

- Climate Protection Demands Leadership
- Strong regional partnerships with locals and state are critical
- Technology matters (cleaner fuels, more fuel efficiency, etc.)
- Need stringent local zoning and enforcement
- More public education
- Pricing strategies should be pursued